

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

April 25, 2001
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Skip Rimsza, Phoenix, Chairman	Mayor Keno Hawker, Mesa
Mayor Ron Drake, Avondale	Mayor Edward Lowry, Paradise Valley
Mayor Dusty Hull, Buckeye	Mayor John Keegan, Peoria
* Mayor Edward Morgan, Carefree	* Mayor Wendy Feldman- Kerr, Queen Creek
* Mayor Vincent Francia, Cave Creek	* President Ivan Makil, Salt River Pima-
Vice Mayor Boyd Dunn for Mayor Jay	Maricopa
Tibshraeny, Chandler	Indian Community
* Mayor Roy Delgado, El Mirage	Mayor Mary Manross, Scottsdale
* Mayor Sharon Morgan, Fountain Hills	Mayor Joan Shafer, Surprise
* Mayor Chuck Turner, Gila Bend	* Mayor Neil Giuliano, Tempe
* Governor Donald Antone, Gila River Indian	* Mayor Adolfo Gamez, Tolleson
Community	Vice Mayor Lon McDermott for Mayor Larry
Mayor Cynthia Dunham, Gilbert	Roberts, Wickenburg
Mayor Elaine Scruggs, Glendale	Mayor Eugene Russell, Youngtown
Mayor Bill Arnold, Goodyear	F. Rockne Arnett, ADOT
Councilmember Margarita Garcia, Guadalupe	* Dallas Gant, ADOT
Mayor J. Woodfin Thomas, Litchfield Park	* Bill Beyer, Citizens Transportation Oversight
Supervisor Don Stapley for Supervisor Andy	Committee
Kunasek, Maricopa County	*+Mayor Douglas Coleman, Apache Junction

*Those members neither present nor represented by proxy.

+Non- voting

1. Call to Order

The meeting of the Regional Council was called to order by Acting Chairman Skip Rimsza at 5:05 p.m.

4. Call to the Audience

This agenda item was taken out of order.

Chairman Rimsza recognized public comment from Blue Crowley, who stated that he felt that by taking public comment prior to a quorum, those comments would not be communicated to members not present when the comments were made. Mr. Crowley stated that in the 2002- 2006 TIP that was approved for conformity in March, no RPTA project over \$1 million was shown. In the 2001- 2005 Short Range Transit Report, also approved at the March meeting, there were RPTA projects for \$109 million and \$52 million. Mr. Crowley expressed concern that the I- 10 express bus terminal was not in City of Phoenix plans for completion. He stated that Phoenix needs to be on the same page with MAG on this. Mr. Crowley stated that the stop at Sweet Acacia Park is not needed, but the I- 10 terminal is needed. Chairman Rimsza thanked Mr. Crowley for his comments.

Chairman Rimsza recognized public comment from DD Barker, who stated that there are two large upcoming projects in the region, the Cardinal's Stadium and the light rail trolley, that both require Federal approval for final design. Ms. Barker commented that \$24 million has already been spent, with no chance of yet catching a ride prior to 2003- 2006. She stated that better education and motivation are needed to better utilize the bus transit that we have already invested in. Ms. Barker stated her agreement with Mr. Crowley's comments that the express bus terminal on I- 10 needs to be completed. If it had been completed her group of school children could have gotten off the bus, ridden the elevator and gone to the park. Ms. Barker indicated that it has been more than 20 years since it was begun. Chairman Rimsza thanked Ms. Barker for her comments.

2. Pledge of Allegiance

Chairman Rimsza announced that a quorum was present. Mayor Keegan led the Pledge of Allegiance.

Chairman Rimsza welcomed proxies: Vice Mayor Boyd Dunn for Mayor Jay Tibshraeny, Chandler, Supervisor Don Stapley for Supervisor Andy Kunasek, Maricopa County, and Vice Mayor Lon McDermott for Mayor Larry Roberts, Wickenburg.

Chairman Rimsza announce that this was the last Regional Council meeting for Mayor Cynthia Dunham from Gilbert. Mayor Dunham served on the Regional Council since 1997. She served on numerous MAG committees, and is presently a member of the Regional Council Executive Committee. Chairman Rimsza presented Mayor Dunham with a gift of appreciation for her service the MAG Region.

11. Announcement of Appointments to the MAG Nominating Committee

Each April, the Chairman of the Regional Council appoints a five- member Nominating Committee from the Regional Council. According to the Nominating Process, revised by the Regional Council

in September 1996, the Nominating Committee develops a slate of five candidates. These candidates include a Chairman, Vice Chairman, Treasurer, the Past Chairman, and one member- at- large. If the Past Chairman is not a current member of the Council, the Nominating Committee nominates an additional at- large member. The past Chairman of the Regional Council, if still a current member, serves as Chairman of the Nominating Committee. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June.

Chairman Rimsza stated that a memo announcing the appointments to the Nominating Committee was at each place. He stated that Mayor Neil Giuliano, Mayor Ron Drake, Mayor Woodfin Thomas, Mayor Wendy Feldman- Kerr, and Mayor Mary Manross had been appointed. Chairman Rimsza asked if there were any comments. Hearing none, he stated that the Committee was so ordered.

3. Approval of March 28, 2001 Meeting Minutes

Chairman Rimsza noted that Mr. Crowley had turned in a comment card on the minutes. He requested that Mr. Crowley follow up with staff, who would convey to the Chair if changes to the minutes were needed.

Chairman Rimsza asked if members had any comments to the minutes. Mayor Keegan asked for clarification on the support letter mentioned the last paragraph on page 6. He noted that the minutes state that the letter mentioned support for the \$3.2 million START project. Mayor Keegan stated that the letter that he received did not include this project. Mr. Bourey stated that he clarified this with Ken Driggs, RPTA Executive Director. There was a draft of the letter that did not include the project, but the final letter did include the project. Chairman Rimsza asked Mr. Driggs to confirm that the letter that went out included the project. Mr. Driggs stated that the letter that went out on the Thursday or Friday after the March Regional Council meeting included the START project. Mayor Thomas commented on a copy of the letter in his possession that did not mention the START project. Mr. Driggs stated that RPTA staff inadvertently left the project out of a draft of the letter. He stated that John Schell, Avondale Intergovernmental Liaison, noticed the omission, which was then corrected before the letter went out to the Congressional delegation. Mayor Drake noted that if Mr. Schell had not been at the meeting, the letter might not have been corrected. Chairman Rimsza stated that the minutes were recorded accurately and that the issue was whether the correct version of the letter went to the Congressional delegation. Mr. Driggs confirmed that the correct version of the letter that included the \$3.2 million START project went to the Congressional delegation. Mr. Driggs offered his apologies for the omission. He stated that the projects have been pursued across the board. He indicated that he had copies of the letter available.

Chairman Rimsza asked for a motion to approve the minutes of the March 28, 2001 meeting. Mayor Keegan moved for approval, Mayor Thomas seconded, and the motion carried unanimously.

5. Executive Director's Report

James M. Bourey stated that some of the new microphone equipment had been installed.

Mr. Bourey stated that the next scheduled Governor's Transportation Vision 21 Task Force meeting on April 17, 2001 had been postponed until after finalization of the budget and adjournment of the Legislature.

Mr. Bourey stated that MAG went through the Federal certification process on April 17 and 18, 2001. Mr. Bourey stated that the FHWA, the FTA, and the EPA indicated that they

were pleased with MAG's programs. He stated that members would be informed when the process was finalized.

Mr. Bourey stated that HB 2070 has a provision to delete Apache Junction as part of the Air Quality Area A. He mentioned that MAG is pushing that it be maintained. Mr. Bourey stated that a watch on the bill would continue.

Mayor Thomas asked if any indication had been given during the certification process whether the MAG name change was a detraction or addition. Mr. Bourey responded that no indication of this being a problematic issue was given. Chairman Rimsza thanked Mr. Bourey for his report and asked if there were further questions.

6. Approval of Consent Agenda

Chairman Rimsza stated that agenda item #7 was on the consent agenda. He noted that no public comment cards had been turned for the consent agenda item. Chairman Rimsza asked for a motion to approve the consent agenda. Mayor Shafer moved, Mayor Arnold seconded, and the motion carried unanimously.

7. MAG Incarceration of Municipal Prisoners Working Group Final Report

The Regional Council, by consent, approved the MAG Incarceration of Municipal Prisoners Working Group Final Report. In September, 1998, the Management Committee formed the Incarceration of Municipal Prisoners Working Group. The purpose of the Working Group was to work with Maricopa County regarding municipal prisoner issues related to the building of the new County jail facilities. An Interim Report of the Working Group was presented to the Management Committee in May 2000. At that time, the Management Committee recommended the Working Group continue for one year to examine several remaining issues. Recommendations on the remaining issues were developed for consideration. The Management Committee recommended approval of the Final Report.

8. Recommendation for the Designation of the CANAMEX Corridor Within the MAG Region

Chairman Rimsza recognized public comment from Blue Crowley, who stated that on the public input section of the summary transmittal, the process is not shown. Mr. Crowley stated that Representative Cooley asked him for a map of the proposed designation. Mr. Crowley stated that the recommended corridor has many positives. He stated that the Wickenburg bypass should go around both sides of Wickenburg to accommodate tourism. Mr. Crowley stated that the corridor should meet with SR 74 at Vulture Mine Road on the utility easement, thus the route would not pass by the high school, grade school and golf course. Chairman Rimsza thanked Mr. Crowley for his comments.

Chairman Rimsza recognized public comment from Robert Browning, who stated that he is a land/homeowner on the proposed CANAMEX route. He stated his opposition to the current proposed route. Mr. Browning, an APS employee at the Palo Verde plant, moved to the area 15-16 years ago from Tempe, because he wanted a rural lifestyle. He stated that 355th Avenue was a dirt road at that time. Mr. Browning stated that there are nice homes with pasture land on the road. He commented that he is not in favor of any rural lifestyle being changed. Mr. Browning stated that he finds a four lane road in his front yard appalling. He indicated his desire to maintain his current lifestyle. Mr. Browning requested that a route be chosen that would least impact existing homeowners. He suggested the alternative routes of Old Wickenburg Road from 349th Avenue to 355th Avenue, or Eagle Eye Road. Mr. Browning asked that these alternatives be considered because of the residents already living in the area. He stated that it is unfair to put the road in their yards. Chairman Rimsza thanked Mr. Browning for his comments.

Chairman Rimsza recognized public comment from Steve Elsner, who stated that he is a resident on 355th Avenue. Mr. Elsner asked if a slide of the area could be displayed. He pointed out that he speaks to Vulture Mine Road and Wickenburg Road, 5.2 miles north of I-10 drops due south. Mr. Elsner stated that he bought acreage in 1989, with plans on using it for his retirement. He stated that it seems that things not wanted are pushed to the West side. Mr. Elsner stated that Sun Valley Parkway, which extends to Bell Road, is already built with four lanes, bridges, and overpasses for flood control. He stated that if you follow Wickenburg Road, there is no way to get onto I-10 from there. Mr. Elsner stated that when you say Wickenburg Road, that it goes down and not onto 355th Avenue. Chairman Rimsza thanked Mr. Elsner for his comments.

Chairman Rimsza recognized public comment from Phil Edlund, who stated that he is with the firm 10,000 LLC, which owns land on the Sun Valley Parkway. He stated that a condemnation of land to accommodate a CANAMEX route would go through the middle of their land. Mr. Edlund explained that Sun Valley Parkway was built with private funds. The Town of Buckeye has a large development planned. Mr. Edlund stated his support for the MAG recommendation, which uses the existing right of way. Chairman Rimsza thanked Mr. Edlund for his comments.

Chairman Rimsza recognized public comment from Jay Dushoff, who stated his support for the MAG recommendation. Mr. Dushoff stated that the Town of Buckeye has plans for the Sun Valley Parkway and its high end development is a part of their future. He stated that it is inconsistent for the CANAMEX route to be on the Sun Valley Parkway. The planned development will be comparable to any high end development in the region. He said he was delighted with the MAG recommendation for Wickenburg Road. Chairman Rimsza thanked Mr. Dushoff for his comments.

Chris Voigt gave a presentation on the recommendation for the designation of the CANAMEX Corridor within the MAG Region. On November 1, 2000, the MAG Regional Council approved a resolution for the future designation of the CANAMEX Corridor through the MAG region as I-8, SR 85 and the Wickenburg Bypass. The connecting segment between the SR 85 / I-10 junction and the Wickenburg Bypass was to be specified following further review of alternatives. Mr. Voigt stated that the three alternatives identified for further study for the connection were Eagle Eye Road, Wickenburg Road/ Vulture Mine Road, and Sun Valley Parkway.

Mr. Voigt stated that consultation has been completed and a resolution developed for the designation of the entire CANAMEX Corridor within the MAG region, to include I-8, SR 85, I-10, an alignment in the general vicinity of Wickenburg Road/Vulture Mine Road connecting to the Wickenburg Bypass, and the Wickenburg Bypass from its junction with Vulture Mine Road. ADOT requested that the Wickenburg Road/Vulture Mine Road segment will not become eligible as a state route until its right of way acquisition, design, construction and operation have been fully funded. Mr. Voigt stated that the Valley Parkway, Eagle Eye Road, and routes within the urban nonattainment area for PM-10 have been eliminated from designation as part of the CANAMEX Corridor.

Mr. Voigt stated that the CANAMEX Corridor study was initiated in late 1999 as a joint project by MAG and ADOT. Numerous Forums and public meetings have been held. Mr. Voigt stated that a set of ten criteria was used to evaluate the routes. The criteria included costs, travel time, length, level of service, access to freight terminals, constructability, safety, environmental impacts, Title VI/ Environmental Justice, and community impacts. A consultant was hired by ADOT to assist in the compilation of evaluation data. Their report contained summary data, including truck and total traffic volumes. Mr. Voigt stated that support was received from the public and local agencies for designation of the I-8, SR 85 and the Wickenburg Bypass, however, significant opposition to certain of the alternatives for the segment between the SR 85 / I-10 junction and the Wickenburg Bypass was heard.

Mr. Voigt stated that MAG has worked on a review of the alternatives with ADOT and the Maricopa County Department of Transportation. Comments received throughout the consultation indicated strong opposition from the Town of Buckeye and the public to any designation of the Sun Valley Parkway. The Arizona State Land Department also opposed designation of the Sun Valley Parkway and recommended that one of the alternatives to the west be selected instead. Mr. Voigt stated that support for designation of the Wickenburg Road/Vulture Mine Road alternative was received from the Town of Wickenburg. The State Land Department indicated that they would also support this route, as an alternative west of the Sun Valley Parkway. Mr. Voigt noted that the Eagle Eye Road alternative was not preferred by either MAG or ADOT given its added travel distance and its inconsistency with the November 1, 2000 MAG Regional Council resolution that included the Wickenburg Bypass.

Mr. Voigt stated that the Bureau of Land Management and Arizona Game and Fish Department both indicated potential environmental issues with all three alternatives. Game and Fish indicated that their preferred routing is the Sun Valley Parkway and a new Wickenburg Bypass located east of US 93. They also recommended Loop 303 for further consideration. Mr. Voigt stated that Arizona Game and Fish also asked that a NEPA study be conducted prior to designation. Ken Davis from FHWA wrote to support a route through the Phoenix urban area. MAG made a presentation to the Tonopah Valley Community

Council. About 25 attended, approximately half of whom showed opposition to a recommendation for Wickenburg/Vulture Mine Road designation.

Mr. Voigt stated that the Sun Valley Parkway could have community impacts. Eagle Eye Road would have additional travel impacts. He indicated that an alignment in the general vicinity of the existing Wickenburg Road/Vulture Mine Road alternative would be the only practical alternative of the three considered. Mr. Voigt stated that location/design/environmental studies for the Wickenburg Road/Vulture Mine Road alternative can be conducted as funding permits and local planning needs dictate. Mr. Voigt stated that with current funding constraints, construction of the CANAMEX Corridor is expected to be a long term effort. Chairman Rimsza thanked Mr. Voigt for his presentation.

Chairman Rimsza asked Mr. Voigt to clarify the elimination of other alignments. Mr. Voigt responded that some routes were eliminated at the November 1999 forum. Comments were received from MAG member agencies to eliminate I-17, Loop 101 and Grand Avenue south of the 303 because they would be too congested. Eagle Eye Road was too far west.

Chairman Rimsza stated that two additional public comment cards had been turned in. He recognized public comment from Sam Farnsworth, who expressed his appreciation for the opportunity to comment. He stated that he is a resident of Desert Sky Ranch and lives close to 339th Avenue. Mr. Farnsworth stated that this is an R43 design area. He stated that this is a good neighborhood, which he moved into for the rural quiet. Mr. Farnsworth stated that the highway will impact the neighborhood. He stated that the area to 355th Avenue is filling up with people, whereas the Eagle Eye Road area does not have many people. Mr. Farnsworth stated that it is unfair to put a highway throughout people's yards or ranches. He stated that the Arizona Game & Fish Department does not like the Eagle Eye alignment because of environmental concerns. However, the residents rights should be considered before wildlife considerations. Mr. Farnsworth stated that if the route is aligned on Eagle Eye Road, those moving into the area will know what they are getting and will be able to plan for it. Mr. Farnsworth expressed concern for the effects on property values. He said he loved the pristine desert. Chairman Rimsza thanked Mr. Farnsworth for his comments.

Chairman Rimsza recognized public comment from Jane Raney, who stated that she has lived in Tonopah for 12 years, in an area two miles from 339th Avenue. Ms. Raney expressed her opposition to the recommendation. She stated that she found out about the proposed route in a West Valley newspaper. The article stated that meetings had been held and determined that this was the best route. Ms. Raney stated that Eagle Eye Road would be a better route because there are not many residents that would be impacted. Ms. Raney stated that their area is a small, growing, rural area. Residents want to continue their rural lifestyle. She requested that no decision be made and that additional consideration be given to Eagle Eye Road. She asked to consider how far out of the way Eagle Eye Road is and how many live there. Ms. Raney expressed her appreciation for the opportunity to comment. Chairman Rimsza thanked Ms. Raney for her comments.

Chairman Rimsza asked if there were questions. Mayor Manross asked about the extra mileage if Eagle Eye Road was the alternative. Vice Mayor Lon McDermott stated that it is approximately 35 miles longer distance than the recommended route. He noted that the traffic presently goes through downtown Wickenburg.

Mayor Keegan referred to the area map. He asked what type of road was intended by the dotted line shown from Vulture Mine Road to Carefree Highway. Mr. Voigt stated that was part of the proposed Wickenburg bypass under study by ADOT. Mayor Hawker asked about designating the corridor and how it would tie into the ADOT concern for full funding. Mr. Bourey stated that there is interest in making a designation because that would make it eligible for some funding. He mentioned the importance of improvements to SR 85, because of unsafe conditions. The designation could make SR 85 from I-8 to I-10 and the Wickenburg Bypass eligible for funding. Mayor Hawker asked if this meant that the western portion might not be built. Mr. Bourey stated that timing is the issue. From a long range perspective, this construction may not happen quickly.

Councilmember Garcia asked the projected traffic flow in 10 years on the route to Las Vegas. Mr. Voigt stated that the modeling was projected to 2020, so a 10-year projection is not available. However, the 2020 projection indicates 500 to 900 trucks per day. Chairman Rimsza asked how many trucks pass the I-17/Carefree interchange. Mr. Voigt replied that the route was not shortlisted, but he would offhand estimate at least a thousand, up to several thousand. Mr. Bourey stated that information could be provided. Vice Mayor McDermott stated that the Town of Wickenburg's traffic counts have shown 1,400 trucks per day pass through Wickenburg.

Mayor Thomas asked about the NEPA comment by the Arizona Game and Fish Department. Mr. Voigt stated that environmental clearance and design studies (including NEPA) that need to be done would be conducted at a future date before any construction. Mayor Thomas stated that requests for funding need to be made to the State, after which they respond to the requests. He commented that Arizona is the only state that has no north/south interstate route. Mayor Thomas stated that the region is saddled with trying to accomplish this. Vice Mayor McDermott stated that the road through Wickenburg is the main route between the Valley and Las Vegas. He expressed their concern that something needs to be done to get the truck traffic out of downtown Wickenburg. Mayor Russell noted that something needs to be done because the situation would only worsen. Vice Mayor McDermott concurred with his comment.

Mayor Hull stated that he would respond to the questions asked by the public. He indicated that the Town of Buckeye was not opposed to the Eagle Eye Road route, but they had to rely on ADOT's judgment that the route was too far. Mayor Hull explained that Sun Valley Parkway was not built for trucks, but for cars. The road would need to be rebuilt if trucks were going to use it. He stated that Sun Valley Parkway would need to be extended to US 60, which would then result in dumping traffic back into Wickenburg. Mayor Hull commented on building a bridge across the Hassayampa. Mayor Hull stated that sometimes decisions need to be made. He requested that the body approve the recommendation. Mayor Hull stated that we need to start somewhere.

Vice Mayor McDermott moved to approve a resolution designating the CANAMEX Corridor within the MAG region. Mayor Hull seconded. The motion passed with Councilmember Garcia and Supervisor Stapley voting no, and Roc Arnett abstaining.

9. Elderly Mobility Update

Suzanne Quigley provided an update on the Elderly Mobility Initiative project, which MAG began conducting this past September. Over the next twenty years, Arizona, along with 27 other states in the country, will experience a tremendous age wave. What this means for Maricopa County is that 1 in 5 individuals will be aged 60 or older in 2025. Between 2010 and 2020, the 65-69 age group will expand by an average of 9,500 per year. Ms. Quigley noted that this age wave will have profound effects on our transportation system, not to mention other issues related to land use, air quality, health care and social services. Cities will be faced with greater demands for Dial-A-Ride type of services, a heightened need for improved safety measures in the design of roadways and pedestrian facilities, as well as subdivision designs that increase accessibility to services and recreation activities. Ms. Quigley reviewed preferences of older travelers. Ninety percent of their trips are by car and less than three percent use transit. She stated that baby boomers grew up using freeways and will continue to use technology to its fullest. Ms. Quigley stated that there are physical, cognitive and visual effects of aging on mobility. This will cause safety and quality of life implications. Ms. Quigley noted that most people are in denial about this issue.

Ms. Quigley stated that in an effort to respond to the transportation challenges related to an aging population, MAG initiated the *Elderly Mobility Initiative* in September of 2001. The Initiative, spearheaded by a 30-member Stakeholder Working Group contains four elements: Development of a *Regional Action Plan on Aging & Mobility*; Integration of recommendations into the MAG Regional Transportation Plan; Extensive public involvement activities; and National conference planning with other metropolitan planning organizations.

Ms. Quigley stated that to help develop the Plan, an extensive public involvement process has been developed to solicit input from Valley seniors and baby-boomers on transportation barriers and potential solutions. These activities include focus groups, three senior transportation forums, and a community questionnaire.

Ms. Quigley stated that MAG has begun to work with 25 Metropolitan Planning Organizations and other interested stakeholder groups, such as AARP, to plan a national conference on aging and mobility in the Valley in 2002. The national conference will help municipalities play a role in ensuring the safety and mobility of its senior population. Chairman Rimsza thanked Ms. Quigley for her presentation.

Chairman Rimsza stated that the Greater Phoenix Leadership will focus on population, aging and urban sprawl impacts at their annual meeting in June. Councilmember Garcia asked if the push to retire at age 70 would continue to be pushed. Mayor Rimsza responded that demographic studies have shown that people will work longer. They may retire from one occupation and pursue another.

10. Regional Transportation Plan Update

Eric Anderson provided an update on the major themes discussed at the five Expert Panel Forums that were recently held. Demographic and Social Change, New Economy, Environment and Resources, Land Use and Urban Development, and In 1960, the Wilbur Smith Plan laid the foundation for the freeway system, which will be completed in 2007. The 1960 Plan closely projected population growth, but missed on employment and vehicle projections, due in part to the unforeseen number of women in today's work force.

Mr. Anderson stated that population growth is likely to be faster than current DES projections. Mr. Anderson noted that the average growth rate per decade since 1960 has been 47 percent. He stated that DES has indicated that this region will grow 24 percent in the current decade. Population by 2010 could be 400,000 higher than the current projections and we could be over 6 million by 2030.

Mr. Anderson stated that the population will become more diverse. The minority population at one in four today will grow to two in five by 2040. Their higher birth rates could increase school age population faster than projected. Mr. Anderson noted that more than one-third of Maricopa County Kindergarten through 12 Districts have more than 50 percent minority population. The immigration from Latin America will likely increase creating a greater demand for transit. Mr. Anderson displayed pie charts that compared the age groups distribution in 2000 and 2040. He noted that in 2040, the distribution among age groups would be about equal.

Mr. Anderson reviewed the implications of these changes, that travel will increase faster than the population, congestion will increase over the long term, and mobility options will be needed.

Mr. Anderson explained the shift in fields of occupation. He stated that in 1959, office/services accounted for 60 percent of the workforce and factory/farming accounted for 40 percent; whereas, in 1995, office/services accounted for 80 percent and factory/farming accounted for 20 percent. Mr. Anderson displayed a list of new products and the length of time it took for the product to be used by 25 percent of the market. He noted that it took 64 years for the airplane, but only seven for the internet. Mr. Anderson read a quote from Seth Gordon, *Fast Company*, August 2000: "The first 100 years of our country's history were about who could build the biggest, most efficient farm. The second 100 years were about the race to build efficient factories. The third 100 years are about ideas." Mr. Anderson stated that more emphasis will be placed on quality of life; human capital will be the most important factor of production; employers will have to be more flexible; and the focus will change from growth to quality.

Mr. Anderson stated that environmental concerns will continue to grow. Open space preservation and increased recreational opportunities and adequate water supply are considerations. Growth and land use planning need to consider resources constraints.

Mr. Anderson said that sprawl is often used to describe anything you do not like about growth. More emphasis needs to be on placemaking with more creative neighborhood planning. Mr. Anderson stated that affordable housing will be a growing need, with more emphasis placed on appropriate housing for the jobs being created. A better balance will reduce travel. Mr. Anderson stated that planned developments account for about 500,000 new future units. He stated that many smaller communities are expected to grow substantially, leaving those communities with a lack of adequate staff and experience dealing with growth issues. Changing the urban form is a long-term process.

Mr. Anderson stated that there will be a need to upgrade existing infrastructure as density increases in the core; maintaining the quality of amenities and schools in the central city to equal the suburbs; improving mobility options to maintain economic vitality; encourage transit oriented activity centers; and establishing a regional system of hiking, biking and equestrian trails. He noted that one of the speakers advised that the region should not expect immediate results from transit oriented centers, that it takes time for them to become established. Mr. Anderson stated that fiscal structure can lead to poor land use decisions and competition among jurisdictions. Developments of regional significance and general plan amendments should be reviewed from the regional perspective.

He stated that average commute times have remained fairly stable. Average speeds have increased and vehicle spacing has declined, which has resulted in higher capacity. Mr. Anderson noted that congestion is inevitable. Commute patterns are changing, with more suburb to suburb travel. He stated that commercial air travel will continue to grow and delays will worsen. Air freight will grow at an even faster pace. Internet buying will increase both freight and local delivery truck traffic. Mr. Anderson stated that ITS will play a large role in managing transportation systems. Smart corridors will improve traffic flow. Incident response will reduce delays from accidents. Traveler information systems will provide better routing data for drivers. Mr. Anderson stated that vehicle automation technologies will provide faster and safer travel. Congestion pricing could be examined to find ways to manage congestion and provide a mobility option in congested corridors. Chairman Rimsza thanked Mr. Anderson for his report. He asked if there were any questions. Hearing none, he asked for a motion to adjourn.

Mayor Thomas moved, Mayor Shafer seconded, and the motion carried to adjourn the meeting at 6:35 p.m..

Chairman

Secretary